CLAIMS

1. A vehicle arresting device comprising a net adapted to be laid flat on the ground in the path of a vehicle to be arrested with one or more transverse rows of upwardly-directed spikes attached to the net at a leading portion thereof, the loops of said net being oriented with a longer dimension in the fore and aft direction than in the transverse direction, whereby in use any widthwise portion of the net is capable of substantial transverse elongation.

2. A device according to claim 1 wherein said spikes are tipped with generally pyramidal barbs.

3. A device according to claim 2 wherein said barbs comprise a plurality of flat triangular side faces separated by frustoconical side faces.

4. A device according to claim 2 or claim 3 wherein said barbs are undercut at their bases.

5. A device according to any preceding claim wherein said spikes are comprised in spike assemblies comprising a base portion whereby the respective spike can be stood in an upwardly-directed orientation, a shaft portion extending from the base portion and a barb portion at the tip of the shaft portion.

6. A device according to any preceding claim comprising a plurality of elongate elements of flexible material extending transversely of the net at spaced locations and attached to the net at its opposite side edges.

7. A device according to claim 6 wherein one or more of said elongate elements is threaded through loops of the net between said side edges but more positively attached to the net at said side edges.

8. A device according to claim 6 or claim 7 wherein one or more of said elongate elements is held to the net between said side edges by virtue of separable hook and loop material but more positively attached to the net at said side edges.

9. A device according to any one of claims 6 or to 8 when appended to claim 5 wherein said spike assemblies are attached to a said elongate element at a leading

portion of the net by means of separable hook and loop material, elements of which material are interengaged with said base portions of respective spike assemblies located therebetween.

10. A device according to claim 5 or to any other claim when appended to claim 5 wherein said spike assemblies are attached to the net by penetrating respective portions of the net such that the material of the net encircles the shaft portions of those assemblies.

11. A device according to any preceding claim wherein said spikes are surrounded by respective tubes which are adapted to be crushed to permit penetration of the respective spikes into a vehicle tyre running over such spikes in use of the device.

12. A device according to any preceding claim wherein said net is formed into a plurality of separate widthwise sections at said leading portion thereof.

13. A method of constructing a vehicle arresting device according to any preceding claim which comprises: taking a net and deforming the same to elongate the loops thereof in the intended fore and aft direction of the device while reducing the dimension of the net in the intended transverse direction; and attaching elongate elements of flexible material between opposite side edges of the net, whereby to retain the net in such deformed condition when laid on the ground in preparation for arresting a vehicle.

14. A method according to claim 13 which comprises threading one or more said elongate elements through loops of the net between said side edges but more positively attaching such element(s) to the net at said side edges.

15. A method according to claim 13 or claim 14 which comprises holding one or more said elongate elements to the net between said side edges by virtue of separable hook and loop material but more positively attaching such element(s) to the net at said side edges.

16. A vehicle arresting device constructed by a method according to any one of claims 13 to 15.

17. A method of arresting a vehicle which comprises laying a device according to any one of claims 1 to 11 or 16 on the ground in the path of the vehicle such that when the front tyres of the vehicle run over the leading portion of the device one or more said spikes become embedded in each said tyre, the net becomes wrapped around the front wheels of the vehicle, and the portion thereof between the wheels of the vehicle is pulled tight under the vehicle, thereby preventing further rotation of those wheels.

18. A spike assembly for use in a vehicle arresting device comprising a base portion whereby the spike can be stood in an upwardly-directed orientation, a shaft portion extending from said base portion and a generally pyramidal barb portion at the tip of said shaft portion.

19. A spike assembly according to claim 18 wherein said barb portion comprises a plurality of flat triangular side faces separated by frustoconical side faces.

20. A spike assembly according to claim 19 wherein said barb portion is formed by machining said flat faces from a conical form.

21. A spike assembly according to any one of claims 18 to 20 wherein said barb portion is undercut at its base.